



Missions for America
Semper vigilans!
Semper volans!

The Coastwatcher

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Connecticut Wing
Civil Air Patrol

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SCHEDULE OF COMING EVENT

30 SEP-TRCS Meeting
01 OCT-CTWG Commander's Call and CAC
17-19 OCT-CTWG/NER Conference
16-18 OCT-NER AEO Course at Conference
18-25 OCT-NER Staff College-New Jersey

08-09 NOV-SLS Course-Meriden

CADET MEETING NOTES

23 September, 2014

by
C/MSgt Virginia Poe

Cadets began their meeting with an opening formation at Groton New London Airport. New cadets were instructed on stationary movements while inflights practiced drill movements such as columns and flanks.

Senior Member Drost taught a Character Development lesson on the core values, focusing on excellence. Cadets were taught that excellence means never stopping at 'good enough', and to put their maximum effort into everything they do.

C/2Lt Trotochaud taught a lesson on the importance of communication. Real world examples and connections to the CDI lessons were used to exemplify the importance of communications.

SENIOR MEETING NOTES

23 September, 2014

A team led by CTWG Inspector General Maj Rob Roy visited TRCS and conducted our semi-annual Subordinate Unit Inspection (SUI). The inspectors examine the records of key programs to insure compliance with CAP regulations.

Maj Roy examined the papers and questioned Maj Paul Noniewicz, Squadron Commander and Maj Willi Lintelmann, Finance Officer, about their records and responsibilities.

Capt John Kelling's assignments covered Aerospace Education and Public Affairs both of which are LtCol Stephen Rocketto's staff assignments.

Maj Tim McCandless reviewed the work of Lt Emily Ray, Cadet Programs, and Personnel under LtCol Larry Kinch.

Kinch, who also serves as Administrative Officer, met with inspection team member LtCol Joseph Palys

Palys was also charged with determining the quality of the program and paperwork in Lintelmann's communication department and LtCol Richard Doucette's Professional Development section.



LtCol Palys records Maj Lintelmann's responses concerning TRCS financial record keeping.

Finally, LtCol Bruce Roy met with Lt Sonia Simpson, Supply, and Maj Roy Bourque, Transportation.



LtCol Bruce Roy discusses a fine point about logistics with Lt Simpson.

PARENTS MEET TO LEARN ABOUT FLIGHT TRAINING

Parents of cadets interested in attending a private pilot ground school and flight training met with LtCols John deAndrade and Stephen Rocketto to learn details about the two inter-related programs.



Parents learn about the financial requirements of the ground and flight school.

The programs will be run out of TRCS. Ground School will be on Sundays on dates to be determined and start at 1300. The ground school is an aerospace education program with the goal of preparing students for the FAA Private Pilot written test but students are not required to fly.

Flight training for those cadets interested will be scheduled as aircraft and weather allow.

Many of the details of the program were discussed including expenses, curricula, and student obligations for effort and attendance.

NEW SENIOR MEMBERS



SM Jeffrey Stone

SM Jeffrey Stone started as a CAP cadet at Westminster High School in Colorado in 1973. Educated and working as a teacher, he joined the Army and worked as a crew chief and flight engineer on the Boeing-Vertol CH-47 Chinook. He also qualified as an SAR swimmer and completed airborne training.

While serving in the Army, Capt Stone participated in Urgent Fury, parachuting into Granada and also served in Panama, Kuwait, Iraq, Mogadishu, Bosnia, Korea, Honduras, and Egypt.

He transferred to the US Navy, was commissioned, and completed the Naval Flight Officer course. His assignments led him to crew a wide range of maritime service aircraft: F-14A, OV-10C, AH-1 and AH-1C, HH-60, P-3C, and ES-3A.



SM Keith Powell

US Navy CDR Keith Powell, currently serves as the Commanding Officer of Navy Operational Support Center New London. Originally from Cape Cod, he began flying during high school and got his private pilot's license in 1991. He enlisted in the Navy after high school and got an appointment to the Naval Academy, graduating in 1997 with a degree in oceanography and selected Naval Aviation.

His flying tours have included flying the T-34C, TC-12, P-3C, P-3(SP), C-40A, and C-37B and have flown over 3,500 hrs with the Navy.

While in the Navy CMDR Powell earned a Masters in Aviation Safety and Operations from Embry-Riddle and a Masters in National Security and Strategic Studies from the US Naval War College.

His wife and two sons currently reside on Cape Cod while he finishes out his final year of service.

AEROSPACE CURRENT EVENTS

Two recent articles indicate that the United States is trying to get back into the business of placing manned ships and satellites into orbit,

US Manned Spacecraft Chosen

NASA has announced that Boeing and SpaceX have been chosen to develop the spacecrafts which will be used to transport crews to and from the

International Space Station. The success of the new vehicles will reduce US dependence on the Russian launch and crew capsules which have cost \$71 million dollars per seat since the demise of the Space Shuttle program.

The SpaceX Dragon vehicle has been carrying supplies to the ISS since 2012. Their manned version will be called Dragon v2. The company has been awarded \$2.6 billion dollars for testing, certification, and flying the craft. SpaceX will use its Falcon 9 rocket to boost the Dragon v2 into orbit.

Boeing gets \$4.2 billion to do the same for its CST-100. The CST-100 will be launched by an Atlas V.

Rocket Booster Engine Development Plan

United Launch Alliance, a joint venture of Boeing and Lockheed-Martin will join Blue Origin, a company founded by Amazon.com founder Jeff Bezos, to develop a rocket engine to replace the Russian made RD-180. The RD-180 is the rocket which propels the Atlas 5.

The Atlas 5 is a workhorse of the U.S. space program charged with launching military, communications, and science satellites into orbit. Given the tense relationships with Russia and given that economic sanctions work in both directions, the elimination of a dependency on a Russian source of engines is manifest.

AEROSPACE HISTORY

Some Aircraft Crewed by TRCS Members

Many of the Squadron's members have served as crew on different makes of aircraft. Here are a few examples.

Northrop T-38 Talon

LtCol John deAndrade flew the Talon while during his USAF Undergraduate Pilot Training at Reese AFB near Lubbock, Texas.



This T-38 carries the tail code of an aircraft from the 47th Flying Training Wing based at Laughlin AFB in Texas.

The T-38 is a supersonic trainer used which have been employed by the air forces of the United States, Germany, Turkey, Portugal, and the Republics of China and Korea. NASA operates a shrinking fleet of Talons which are used for astronaut training and as chase aircraft. Most of these are based at Ellington Field JRB in Texas and Edwards AFB in California.

For as short time, the Talon use used by the USAF Thunderbirds.

The plane is powered by two General Electric J-85 engines which develop 5,000 lb of thrust dry and 7,700 lb with afterburners. The plane has a maximum speed of Mach 1.3.

Grumman S2F Tracker

Maj Willi Lintelmann earned his Combat Air Crew wings in the “Stoof” while serving as an electronic operator running the radar, electronic counter-measures equipment, and the magnetic anomaly detector. He served in VS-28 at Corpus Christi Naval Air Station.



An S2F turns onto base leg at GON.

The Tracker is a dedicated submarine hunter and was a single aircraft replacement the Grumman Guardian hunter-killer team of two aircraft. Power was supplied by a pair of Wright Cyclone R-1920 radial engines. The Tracker could carry a variety of weapons: torpedoes, depth charges, and rockets.

When the services adopted a uniform identification system the S2F became the S-2. Versions built in Canada were designated CS2F and later, CP-121. About a dozen other countries also employed the Tracker for anti-submarine work. Trackers were also commonly used as fire-fighting aircraft.

Lockheed P-3 Orion

It is ironic that so many of the squadron members in Groton, home of the submarine force, have been involved in anti-submarine warfare. Both LtCol Lief Bergey and Commander Keith Powell were pilots and Capt Jeffrey Stone served as a Naval Flight Officer on this naval derivative of the Lockheed L-188 airliner.

Almost 18,000 horsepower is generated by the four Allison T-56 turboprops and the aircraft can shut down one or two engines in flight and for extend its loiter time for missions of 10 to a record 21.5 hours set by a Royal New Zealand Air Force plane.



The Orion downwind at Groton displays the the sonar buoy ejection tubes just aft of the wing and the distinctive “stinger” of the Magnetic Anomaly Detection sensors.

About a dozen officers and enlisted men crew the

Orion. An internal bomb bay can carry torpedoes and hard points on the wing are capable of carrying a variety of air to ground missiles. All-in-all, about twenty nations use the P-3 for military purposes.

Some Orions have been modified into EP-3 Aries electronic intelligence aircraft. One of these was forced to land on Hainan Island after a mid-air collision with a Shenyang J-8 of the Chinese People's Liberation Army Navy. The plane was flown by a pilot names Wang Wei (say it slowly) who was killed. The 24 man crew was repatriated after a three month stay with the communist Chinese. The aircraft was disassembled and studied after which it was flown as cargo back to the United States where it was restored to flight worthy status. NASA, NOAA, and the Customs and Border Protection Service employ the Orion for scientific and law enforcement purposes. They have also been outfitted as air tankers to fight forest fires.

Boeing KC-97 Stratotanker

Like many of his era, LtCol Richard Doucette obtained early employment working in a gas station. But it was a flying gas station, the KC-97. The Stratotanker was based on the C-97 Stratofreighter, a descendent of the B-29 Superfortress.



This KC-97 is listed as a K or L model but it lacks the wing tanks of the K or the J-47 pods of the L. However, the Fs and Ks were generally made by modifying G models.

The Strategic Air Command needed the aerial refuelers to extend the range of their B-47 and later, B-52 bombers. Four Connecticut made Pratt & Whitney R-4360 engines, each developing 3,500 hp made the aircraft capable of a maximum load of 175,000 lb. Doucette was navigator on the six man crew which consisted of two pilots, a flight engineer, a radio operator, and a refueling boom operator. The aircraft could carry around 9,000 gallons of jet fuel, about half the fuel carried by a tanked up B-47. This could extend it combat radius by about 1,000 miles.

The prop driven Stratotankers were relatively slow and this made refueling the jet bombers difficult in that the bombers had to slow to dangerously low speeds. Often the refueling used a tobogganing maneuver in which both aircraft would descend at a higher speed than the KC-97 was capable of in level flight. Later models of the Stratotanker had a J-47 jet engine installed under each wing which improved its speed and altitude performance and made refueling safer.

North American OV-10C Bronco

Capt Jeffrey Stone flew FAC missions in the Bronco.

The Bronco was envisioned as a counter-insurgency aircraft (COIN) but was most often employed as a forward air controller (FAC) by the USAF and USMC. Armament is carried on under wing hard-points and on the fuselage mounted sponsons. Power is provided by two Garrett T-76 turbo-props producing around 700 hp each.



The USMC visits GON in an OV-10D Bronco.

One unusual feature is the cargo compartment in the rear which can carry troops or be used to evacuate casualties.

The USN formed two light attack squadrons and employed them in support of riverine and SEAL operations in Vietnam. Some unusual civilian work has been found for some of them as coordinator for fighting forest fires and hunting narcotics bases in South America. The last of the US military's OV-10s were retired by the USMC following Operation Desert Storm.

Last year, Boeing submitted a plan to upgrade the Bronco and supplied two OV-10G+ prototypes for testing its capabilities on special missions. The Bronco has rough field capabilities, a relatively cheap price, simple maintenance requirements, a long loiter time and the potential for electronic upgrades. However, plans for the adoption of a new COIN aircraft are mired in political, legal, and economic difficulties and it is extremely doubtful that an upgraded OV-10 will ever be produced.

Beechcraft 18 "Twin Beech"

Over 9,000 Model 18s have been produced in a multitude of variation between 1937 and 1970 and many still fly today. The 33 year production run is a record for the most years of continuous production of a piston engine aircraft.

The civilian version, often called the "Twin Beech" has been most often used as a cargo or executive aircraft.

The USAF used it as a cargo hauler and utility plane designated C-45 Expeditor. As the AT-11 Kansan, it was equipped with glazed nose and a bomb sight or a gun turret and used to train bombardiers and gunners during WWII. The AT-7 Navigator has an astrodome used to train aircrew in celestial navigation.



This Beech 18 with an extended nose for cargo was flown by LtCol Stephen Rocketto.

The Navy dubbed it the JRB which designated it as the first model of a utility aircraft-multiengine transport built by Beechcraft. Later, they were called SNBs for the first model of a scout trainer built by Beechcraft although some wags claimed that SMB stood for "secret navy bomber."

Pratt & Whitney supplied the two R-985 Wasp Jr. radials which produced 450 hp each. Ramps were stained by their leaking oil and many a sleepy "freight dog," logging night time and hoping for a call from an airline was snapped from his drowsiness by the "sound of round" and the exhaust flames as each of the engines came to life.

The airframe, relatively cheap on the surplus market, was often modified up to and including a nose wheel and turbine engines and served as an airliner for third level carriers such as Groton's Pilgrim Airlines.

One Beech, a surplus AT-11 Kansan, flew as N900AM for AeroMarine Surveys based at Groton. One of its more unusual missions was tracking whales, a contract which incongruously was administered by the Bureau of Land Management.